

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

December 11, 2001

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Wickenburg: Fred Carpenter, Chair	Guadalupe, Mark Johnson
Phoenix: Jack Tevlin, Vice-Chair	Litchfield Park: Mike Cartsonis
ADOT: Chuck Eaton for Dan Lance	*Maricopa County: Thomas Buick
Avondale: Dave Fitzbugh	Mesa: Jeff Martin for Ron Krosting
*Buckeye: Joe Blanton	Paradise Valley: Robert M. Cicarelli
Chandler: Patrice Kraus	Peoria: David Moody
Fountain Hills: Randy Harrell	RPTA: Ken Driggs
*Gila Bend: Shane Dille	Scottsdale: Michelle Korf
Gilbert: Tami Ryall	Surprise: Miryam Gutier
Glendale: Jim Book	Tempe: Mary O'Connor
Goodyear: Grant Anderson	

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Pat	Pedestrian Working Group: Reed Kempton,
McDermott, Chandler	Maricopa County Dept of Transportation
Street Committee: Don Herp, Phoenix	Telecommunications Advisory Group:
ITS Committee: Jim Book	Jim Hull

* Members neither present nor represented by proxy.

OTHERS PRESENT

Eric Anderson, MAG	Andy Smith, ADOT
Paul Ward, MAG	Mike Sabatini, MCDOT
Kwi-Sung Kang, ADOT	Sarath Joshua, MAG
Maureen Decindis, MAG	Lindy Bauer, MAG
Terry Johnson, City of Glendale	Cathy Arthur, MAG
Bob Antila, RPTA	Heidi Pahl, MAG
Peggy Carpenter, City of Scottsdale	Bryan Jungwirth, RPTA
Chris Voight, MAG	Roger Herzog, MAG
Jim Dickey, RPTA	Jim Hieling, City of Mesa
Chris Plumb, MCDOT	Mark Syracuse, City of Phoenix
Dennis Mittelstedt, FHWA	Rita Walton, MAG
Jerry Fay, HDR Engineering, Inc.	Ken Hall, MAG
Ali Makarachi, City of Phoenix	

1. Call to Order

Mr. Fred Carpenter, Chairman, called the meeting to order at 10:03 a.m.

2. Approval of Minutes of November 6, 2001

Addressing the first order of business, Chairman Carpenter asked if there were any changes or amendments to the meeting minutes. Mr. Ken Driggs moved to approve the minutes as presented, with Mr. David Moody seconding. The minutes were subsequently approved by unanimous voice vote.

3. Call to the Audience

Chairman Carpenter noted that he had not received any request-to-speak cards from the audience, and moved to the next item on the Agenda.

4. Transportation Manager's Report

Chairman Carpenter introduced MAG Transportation Manager, Mr. Eric Anderson, who gave the Transportation Manager's report. Mr. Anderson provided the Committee with an update of a recent bill which was filed in the Arizona House of Representatives. Mr. Anderson stated that as proposed by Arizona House Bill 2021 (Transportation Board Financing), the State Treasurer's office would be required to notify the Arizona Department of Transportation (ADOT) and the State Transportation Board when the State's operating monies fall below a minimum threshold of \$400 million. The legislation would allow the Treasurer's office to call obligations from ADOT when state operating funds fall below \$200 million. Mr. Anderson said that under this proposed legislation, it is very important that ADOT be able to increase their bonding capacity from \$1.0 to \$1.2 billion. He informed the Committee that this increase would be needed for ADOT to effectively operate, if in fact a situation were to arise where the Treasurer's Office called funding from ADOT. Mr. Jeff Martin asked for clarification on how the call provision might effect funding on highway acceleration. After discussion, Mr. Martin stated that the proposed call provisions, combined with a \$200 million increase in HURF bonding capacity, would certainly work for ADOT. There were no additional questions from members of the Committee, and this concluded Mr. Anderson's report.

5. Report on the MAG Freeway Program

Addressing the next order of business, Chairman Carpenter introduced Mr. Eric Anderson of MAG who briefed the Committee on the MAG Freeway Program. Mr.

Anderson informed the Committee that a 3.2-mile segment of the Red Mountain Freeway, located in the City of Mesa between Country Club Drive and Gilbert Road, would be opening on January 12, 2002. There were no questions from members of the Committee, and this concluded Mr. Anderson's report.

6. Status Report on Use of Regional Videoconferencing System for Future MAG Transportation Review Committee Meetings

Addressing the next order of business, Chairman Carpenter introduced Ms. Heidi Pahl, MAG Videoconferencing Planner, who provided an update of the MAG Regional Videoconferencing System. Ms. Pahl addressed the Committee from the nearby MAG Palo Verde Conference Room, while her image appeared upon a screen located in front of the MAG Saguaro Conference Room. Ms. Pahl stated that it was the goal of the system to link MAG and its 27 member agencies with video and audio conferencing. She informed the Committee that MAG provided each site throughout the region with a 32-inch television monitor, a computer, two microphones and a camera, and an equipment stand. Ms. Pahl stated that the equipment has been installed at 28 of 29 targeted sites, and that site coordinators have been identified for each location.

Ms. Pahl informed the Committee that the system has been very successful, and that a number of communities located throughout the region have already used the equipment to conduct interviews and to conduct business meetings. Ms. Pahl provided the Committee with an overview of the site coordinators, and provided information on how each City and Town Manager located in the MAG Region has designated a single point of contact. She informed the Committee that they should coordinate activities with these appointed individuals when they wish to utilize the videoconferencing system. She stated that all site coordinators have been trained to operate the regional videoconferencing system and would be able to assist them with any questions regarding general setup and utilization of the system.

Ms. Pahl then informed the Committee that marketing efforts for the regional videoconferencing system are currently taking place, and that it was the intent of MAG to promote widespread use of the system. Ms. Pahl said that MAG would be giving presentations to MAG stakeholder groups and other interested committees and municipal groups at the local level. There were no questions from members of the Committee, and this concluded Ms. Pahl's report.

7. Recommendation of Projects for MAG Federal Funding in FY 2007 of the FY 2003-2007 MAG Transportation Improvement Program

Addressing the next order of business, the Chairman introduced Mr. Paul Ward, who provided an overview on the recommendation of projects for MAG federal funding in FY 2007 of the FY 2003 to 2007 MAG Transportation Improvement Program (TIP).

Mr. Ward called the Committee's attention to Table 2, located at the back of the Agenda packet. Mr. Ward informed the Committee that several changes were made to Table 2, and distributed a revised table to members in attendance. Mr. Ward stated that the primary revisions included a Major Investment Study (MIS) for the City of Glendale, which was inadvertently omitted from the Street Committee project listings, and several changes to ITS projects that were described incorrectly within the original table. Mr. Ward reminded members of the Committee that they had requested additional review of the projects submitted by the modal Technical Advisory Committees (TACs). The Air Quality TAC had reviewed the AQ and TDM projects, and had promoted the City of Mesa's Clean Fuel and Diesel Engine Emissions Control System Retrofit Pilot Project, and that MAG Staff had recommended funding reductions to three additional projects. Mr. Ward said that there were not any changes to bicycle, pedestrian and ITS projects, and that the only major changes occurred at the Street Committee TAC.

Mr. Ward provided an overview of the Street Committee changes that occurred within the review process. He highlighted the street projects identified on Table 2, and said that the Table listed all CMAQ projects first, followed by a listing of all STP projects. Mr. Ward said that all CMAQ Street projects were split into intersection projects, or projects that involved the paving of dirt roads and shoulders. Mr. Ward stated that intersection projects have changed since the original recommendations that occurred during October. He said that the Street Committee looked at all CMAQ and CMS scores, and agreed upon a scenario that recommended a 50 percent mixture of CMAQ and CMS rankings. Mr. Ward stated that the Street Committee's 50 percent scenario served as the basis upon which all project recommendations were made. Mr. Ward then reviewed other projects which included the development of an Electronic Village, and a Hub Site Support project. Mr. Ward stated that a total of \$41.9 million in Federal funds were recommended. Following discussion, Chairman Carpenter introduced Ms. Cathy Arthur, MAG Senior Air Quality Planner, who provided an overview of the CMAQ Program.

Ms. Arthur stated that the primary purpose of the CMAQ Program is to assist nonattainment areas in meeting the National Ambient Air Quality Standards. Ms. Arthur stated that she and Mr. Steve Cleveland, Chairman of the MAG Air Quality Technical Advisory Committee, originally addressed the TRC on August 28, 2001, and emphasized several areas for FY 2007 CMAQ funds. She stated that they addressed the need to fund PM-10 efficient street sweepers, and the paving of dirt roads and shoulders in an effort to offset the effects of looming uncertainties, which included population projections, enhancements to MAG transportation models, and a new EPA emissions model. These uncertainties will make it more challenging to show that the TIP and Long Range Plan are in conformity with the air quality plans in the future. Conformity is required in order for the projects to be constructed.

Ms. Arthur informed those in attendance that the Street Committee held a special meeting on November 27th to consider the prioritization of MAG Federal funded

projects. She said that the Street Committee considered 7 requests to pave unpaved roads and shoulders, as well as 18 projects for intersection improvements. One of the 7 paving projects included a lump sum request of \$4.2 million to pave 10 miles of dirt roads during FY 2007. She stated that this amount was based on an average TIP paving cost of \$450,000 a mile, multiplied by ten miles, and assumes a 5.7 percent match. Ms. Arthur informed those in attendance that the Street Committee recommended a total of 4 paving projects to the TRC for consideration, totaling approximately \$2.3 million in funding, but has recommended that the lump sum for paving dirt roads be deferred until next year. Ms. Arthur said that in prior conformity analyses, MAG has taken credit for reducing PM-10 emissions by paving 10 miles of dirt roads each year, beginning in FY 2007. She stated that in order to continue to show conformity there needs to be another 6 miles of paving, in addition to the 4 miles represented by the projects recommended by the Street Committee. Ms. Arthur said that the cost to pave an additional 6 miles of pavement for FY 2007 would be approximately \$2.7 million. Assuming a 50 percent local match, the minimum essential CMAQ funding for the lump sum would be an additional \$1.35 million.

Procedurally, Ms. Arthur stated that MAG would distribute the lump sum by soliciting projects from all member agencies three years prior to funding availability, and that the projects would be evaluated for CMAQ cost-effectiveness. She stated that priority would be placed on paving dirt roads that carried a minimum of at least 100 vehicles per day, and the allocation process would be similar to that currently utilized to distribute CMAQ funds to MAG members to buy PM-10 efficient street sweepers on an annual basis. Ms. Arthur concluded her presentation by stating that in addition to the \$2.3 million for the 4 paving projects recommended by the Street Committee, it is recommended that an additional lump sum of \$1.35 million to pave unpaved roads be reinstated by the TRC. Discussion followed concerning the status of unpaved roads under the jurisdiction of Maricopa County; the prioritization process for the future paving of dirt roads; paving alleys in the City of Phoenix; the concept of having a lump sum for paving dirt roads; and other options for CMAQ funding aside from the paving of dirt roads. Ms. Arthur answered all concerned questions, and additional discussion followed.

Mr. Jeff Martin then addressed the concept of funding \$1.3 million for the paving of 6 additional miles of roads in FY 2007. He expressed concern over the fact that MAG Staff is not providing a clear recommendation of what other projects can be cut in an effort to come up with the needed funding. He informed the Committee that this should be the responsibility of MAG Staff. Mr. Eric Anderson addressed Mr. Martin and members of the Committee, and said that it was not intended for the identification of funding in this particular case to be a "staff driven" exercise. Mr. Anderson stated that a PM-10 plan is in place, and that it calls for the implementation of specific road paving requirements. He said that MAG has to show conformity, and that we as a region are trying to provide funding for a total of 10 miles of dirt roads to be paved in 2007. Discussion followed, and Mr. Grant Anderson concurred with Mr. Martin's

comments that MAG Staff should go back and identify where to obtain the \$1.3 million in necessary funding to accomplish the paving of the 6 miles in FY 2007.

Chairman Carpenter requested action on this item. Following additional discussion, Mr. Jeff Martin moved that MAG Staff should review all MAG projects being recommended for funding in an attempt to fund the dirt road lump sum paving project for \$1.3 million. Mr. Jim Book seconded. The motion was subsequently approved by voice vote, with Mr. Jack Tevlin and Mr. Ken Driggs opposing. Discussion followed, and Mr. Chuck Eaton stated that it might be a good idea to develop a better process with a new structure to provide guidance for the future prioritization of funding. Mr. Martin informed the Committee of past efforts and guidelines that were developed in order to make it a more efficient and equitable process. Mr. Martin suggested that the Committee once again take a closer look at some of the larger policy issues and guidelines which would help to prioritize projects and allocate funding for the region. Mr. Tevlin concurred, and stated that the prioritization and allocation of the projects for FY 2007 has not changed that much since the last TRC meeting. He went on to note the fact that the City of Phoenix only received 9 percent of the funding, and that the City could not support the allocation and funding of projects for FY 2007 as presented. Mr. Ken Driggs concurred with Mr. Tevlin's concerns, and stated that it may be a better idea to seriously address a multi-year structure of expending funds, based on a model that is similar to the regional freeway program. Mr. Driggs said that he would favor a multi-year system instead of an annual allocation, which has a tendency to be rather contentious among MAG member agencies.

Discussion followed, and Mr. Martin called the Committee's attention to the revised Table 2. Mr. Martin informed the Committee that he was opposed to the ITS project in the amount of \$1.6 million, which provides for the installation of mobile data terminals in DPS vehicles to improve freeway incident response. He said that he intended to make a motion to not fund this project. Ms. Mary O'Connor then addressed transit as being a regional priority in the project selection process. Discussion pertaining to the projects continued, and Mr. Ward stated that MAG was not required to program funding beyond a period of three years, and that there was still uncertainty surrounding the authorization of TEA-21 legislation, scheduled for 2003. Mr. Ward said that it was certainly the Committee's option not to approve any of the FY 2007 projects. Mr. Book stated that this would not be a good idea, because projects that are listed for FY 2007 provide communities with the opportunity to initiate preliminary planning and design work, and would also preclude advancement of these projects. Mr. Book also emphasized the importance of supporting regional projects, and addressed freeway access issues concerning the construction of the new arena in Glendale, which will be the future home of the Phoenix Coyotes.

Chairman Carpenter asked the Committee for a motion. Mr. Jeff Martin moved that the \$1.6 million in funding for the CMAQ-funded Installation of Mobile Data Terminals in DPS Vehicles project be moved to the STP-funded Maricopa County project on Gilbert Road; and that the Committee approve the recommendation of projects for MAG

federal funding in FY 2007 of the FY 2003-2007 MAG Transportation Improvement Program. Ms. Patrice Kraus seconded. Chairman Carpenter called for a vote, and there were a total of 5 ayes and 16 nays. The motion did not pass. Discussion followed over the concern of voting on the whole item. Mr. Martin addressed the importance of the Gilbert Road project, and Mr. Ken Driggs then moved that the \$1.6 million in funding for the CMAQ-funded Installation of Mobile Data Terminals in DPS Vehicles project be moved to the STP-funded Maricopa County project on Gilbert Road. Ms. Mary O'Connor seconded. The motion was subsequently approved by unanimous voice vote of the Committee. Mr. Book then addressed one additional change, pertaining to the Grand Avenue MIS project. Mr. Book moved that the Bethany Home Road and 43rd Avenue project in the amount of \$480,000 be transferred to the Grand Avenue MIS project, and that the Committee approve the recommendation of projects for MAG federal funding in FY 2007 of the FY 2003-2007 MAG Transportation Improvement Program. Ms. Patrice Kraus seconded the motion. The motion was approved by voice vote of the Committee, with Mr. Jack Tevlin and Mr. Ken Driggs opposing. Immediately following the motion, Mr. Chuck Eaton moved that MAG Staff continue to work on the project process in an effort to provide more efficient guidelines. Mr. Ken Driggs seconded the motion. The motion was approved by unanimous voice vote of the Committee. There was no further discussion.

8. Draft Cooperatively Developed ADOT Project List for 2007

Addressing the next order of business, Chairman Carpenter introduced Mr. Eric Anderson, who provided a brief overview of the Cooperatively Developed ADOT Project List for 2007. Mr. Anderson stated that ADOT, MAG, and the RPTA developed a cooperative list in an effort to fund projects for the new fifth year of the ADOT Five-Year Highway Construction Program. He called the Committee's attention to the table located in Attachment Number Three of the agenda packet, and stated that he has not received any comments regarding the list. Mr. Anderson stated that he would answer any questions that members of the Committee may have regarding the proposed projects for FY 2007. Ms. Korf said that the City of Scottsdale has a strong interest in developing a High Occupancy Vehicle (HOV) lane for the Pima Freeway. Discussion followed regarding HOV lanes, and Mr. Chuck Eaton informed the Committee that ADOT and MAG were in the process of finishing a High Occupancy Toll (HOT)/HOV study. Mr. Eaton said that once the study is completed, it would serve as the basis for future projects throughout the region. Discussion followed, and Mr. Jack Tevlin moved to approve the Draft Cooperatively Developed ADOT Project List for 2007. Mr. David Moody seconded, and the motion was unanimously approved by voice vote of the Committee. There were no questions from members of the Committee, and this concluded Mr. Anderson's presentation.

9. Discussion of RPTA 5307 Transit Program Funds for FY 2007

Addressing the next order of business, Chairman Carpenter introduced Mr. Bob Antila from RPTA, and questioned whether the Committee needed to hear a presentation on this item. The majority of the members agreed that a presentation from Mr. Antila was not necessary, and that they should approve the item as presented. Mr. Ken Driggs moved to approve the identified RPTA 5307 Transit Program projects for FY 2007. Ms. Mary O'Connor seconded the motion. Mr. Jeff Martin then addressed the Committee, and voiced his concerns over the selection process for the development of these funds. Mr. Martin said that the Valley Metro Operations Staff (VMOS) process is one that does not conduct public meetings, but provides recommendations. Mr. Martin stated that he would like to see more accountability and information on how these recommendations for funding were being made, and that it would be a good idea for a VMOS representative to provide clarification of the process at an upcoming meeting of the TRC. Mr. Ken Driggs ensured the Committee that Mr. Antila's staff has done a very effective job at prioritizing transit projects in the past, and that the VMOS group worked together very efficiently. Mr. Ken Driggs also stated that he understood Mr. Martin's concerns, and withdrew the motion. No action on this item was taken. Discussion followed, and through consensus of those in attendance, it was agreed that this issue would be addressed in further detail at a future meeting.

10. ADOT Proposal to Accelerate State Route 85

Addressing the next order of business, Chairman Carpenter introduced Mr. Eric Anderson, who provided a brief overview of the ADOT proposal to accelerate State Route 85. Mr. Anderson called the Committee's attention to Attachment Number Five of the agenda packet, and discussion followed. There was favorable support from those in attendance, and Mr. Ken Driggs motioned to approve the ADOT proposal to accelerate State Route 85. Mr. Grant Anderson seconded, and the motion was approved by unanimous voice vote.

11. TRC Meeting Schedule for 2002

Addressing the next order of business, Mr. Anderson informed the Committee that there was a schedule of upcoming TRC meetings for the year of 2002 located within their agenda packets as Attachment Number Six. There were no questions from the Committee.

12. Next Meeting Date

Chairman Carpenter informed members in attendance that the next meeting of the Committee would be conducted on January 29, 2002. There being no further business, the Chairman adjourned the meeting at 11:45 a.m.